



SPARKMAN & STEPHENS ASSOCIATION NEWSLETTER

July 2000

Editor: Neil Millward

www.s-and-s-association.org

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One of our new recruits ...



... Doug Reid's *Sapphire*, during the Classic Regatta in Auckland, Feb 2000.



Patrick Matthiesen's *Inverness*, improving on last year's result in the Antigua Classic Yacht Regatta.

The most popular Swan ever built ...



Matteo Salamon's Swan 38 *Only You*, seen here in pre-season Italian sunlight.

Who were they?

The following items were named after their inventors. Who were they? (Answers on page 6.)

1. Barber hauler.
2. Beaufort scale.
3. Cunningham eye.

Global Regatta - new format

Returning from our highly successful Annual Dinner weekend in Rotterdam in January, a number of committee members put their minds to the issue of how the Association's Challenge Cup should be awarded in future years. We were helped by being strike-bound in Calais for two hours, waiting for a car ferry to Dover. Reflecting that the cup had been donated by Patrick Matthiesen to encourage competitive achievements in S&S yachts, we wrestled with the problem of how to organise a competition on a world-wide basis so that all could compete. The essence of the solution was to use the results of races already organised in the various countries and regions and select a winning region on the basis of their most outstanding result compared with other yachts. The following rules were agreed by the Committee and will be used for the first time for the year 2000.

1. These rules govern the annual competition for the award of the Sparkman & Stephens Challenge Cup, known as the Global Regatta.
2. The competition shall be between Regions of the Association, as defined from time to time by the Committee.
3. To enter the competition a Regional Secretary shall submit to the Committee a list of up to 10 Qualifying Races that start within that Region during the calendar year of the entry.
4. Qualifying Races shall be of not less than 25 nautical miles and competed in on the basis of a national or international handicapping rule of widespread use within the Region.
5. A Qualifying Result shall be a class or overall win on handicap in a Qualifying Race by a Member's yacht on which the Member was present.
6. A Qualifying Result shall be for a Race in which at least four yachts completed the course and received a position and corrected time.
7. A Global Regatta Entry shall be a Qualifying Result and shall consist of the name of a Member's yacht, the name of the Qualifying Race, the position and corrected time of the Members' yacht, and the corrected time of the yacht in second position in the relevant class or overall.
8. The winning Entry shall be the one which had the largest percentage margin of corrected

time over the yacht placed second in its class or overall.

9. Any dispute over the interpretation of these rules shall be settled by appeal to the national yacht racing authority of the country in which the Association's Chairman resides.

Regional Secretaries are invited to submit their list of Qualifying Races to the Chairman by the end of August, 2000.

The S&S Swans

Nautor was founded in 1966 by Pekka Koskenkylä, a young man with vision. He wanted to build luxury yachts in series, and contacted S&S, who at the time had some other projects in Finland, notably with Mr Antinoja of AA Boat. One morning at 6 o'clock Pekka met with Rod Stephens and the outcome was that S&S agreed to provide the drawings for a 36-footer, the first of the Swan series. This was to be S&S design 1710.51, and basically the same as had been built earlier by Cantieri Benello, denoted the Gaia Class, and by Cheoy Lee, denoted the Sigma 36, and by Chantier Bertin in France. There is one important difference - the Swan 36 has the rudder separated from the keel, while some of the others do not.

As GRP was a rather unknown material at the time, advice on the scantlings was sought in cooperation with Lloyds Register and Åke Lindqvist, the Lloyds principal surveyor in Finland at that time, took an active interest in this and used to accompany Rod on his monthly inspection trips to the yard. The two ran a friendly competition about who could find more faults or things to improve. The result was that things fairly quickly got right with respect to proper seagoing layouts and equipment. It was largely S&S drawings and type plans, as well as Rod's frequent and detailed inspections, that enabled Nautor to create the quality level for which they have become famous.

On the following page is a table of the S&S-designed Swans:

| Model | S&S design | When built | Hulls built |
|--------------|-----------------------|-------------------|--------------------|
| Swan 36 | 1710.51 | 1967...70 | 90 |

| | | | |
|--------------|--------|-----------|-----|
| Swan 37 | 2035 | 1970...74 | 59 |
| Swan 38 | 2167 | 1974...79 | 116 |
| Swan 40 | 2025 | 1970...72 | 51 |
| Swan 41 | 2150 | 1973...77 | 61 |
| Swan 411 | 2150.1 | 1977...79 | 42 |
| Swan 43 | 1973 | 1967...73 | 67 |
| Swan 431 | 2238 | 1976...78 | 32 |
| Swan 44 | 2112 | 1972...75 | 76 |
| Swan 47 | 2201 | 1975...84 | 70 |
| Swan 48 | 2079 | 1971...75 | 46 |
| Swan 55 | 2012.1 | 1970...74 | 16 |
| Swan 57 | 2297 | 1977...84 | 49 |
| Swan 65 | 2110 | 1972...89 | 41 |
| Swan 76 | 2331 | 1979...81 | 5 |
| Motorsailers | | | |
| Nautor 39 | 2301 | 1977...78 | 4 |
| Nautor 43 | 2239 | 1976...79 | 24 |
| Nautor 50 | 2207 | 1976...78 | 9 |

There were also a few other S&S-designed sailing yachts built in series in Finland, but the builders are no longer in business. The S&S 40, Design number 1767, was built by Texoglass in the 1960s; they built 7 hulls, 3 sold to Finland, 4 to Sweden and Norway. Later the moulds changed hands and the type was denoted Aquarius 40; approximately 5 were built, 2 completed by home builders. Br. Martinsson in Sweden built 3 hulls to this design in wood in 1964-65 (Pavane, Charlotta III (now Brilliant) and Honey (now Isadora)). The Finncraft 38, Design number 2091, was built by Finncraft in the 1970s; probably less than 10 were built. Avance built roughly 40 of the Avance 40 in the 1980s, Design number 2436.

Information kindly provided by Lars Strom of Nautors-Swan.

Regional News

France

The first regional rendez-vous of S&S yachts was organized in Bénodet, S. Brittany, by Olivier de Carné, Commodore of the Yacht Club de l'Odet on the weekend of 29 June to 2 July. Olivier modestly reports that 'only' 13 yachts attended the event and that everybody was very pleased to be there, including Olin Stephens, who seemed to enjoy his stay. Olivier continues:

"It was wonderful to have him in Bénodet, and we were all impressed by him. He was sailing all the 3 days, the first on my boat, *Yallah V* (a memory

I shall treasure for a long time), and afterwards on *Rosy Pelican*, a British Swan 44, owned by Nicholas Millard. Olin is now back in the US and will be cruising with his family on a 35 footer. He is certainly an exceptional person! The event was a good occasion to meet some French owners who may join the S&S association; we will keep in touch."

Olivier will post pictures of the event on the website of the Yacht Club de l'Odet: <http://perso.wanadoo.fr/ycoc>

Caribbean

The Antigua Classic Yacht Regatta was again the destination of Patrick Matthiesen and *Inverness* this spring after wintering in Venezuela. The delivery trip was packed with interesting incidents and included a chance encounter with Clive and Margot Egginton (*Revid*) in a quiet anchorage in Guadeloupe. Clive was readily persuaded to augment the racing crew for 3 days in Antigua, taking us to a total of 8, 5 Brits and 3 Italians. We enjoyed proper trade wind sailing from Guadeloupe to English Harbour, Antigua, with 15-20 knots on the beam and doing 8 knots with just 2 cruising headsails and a mizzen. The main benefit of meeting up with the 3 Italian crew in English Harbour was that they knew how to get straight to the restaurant that served roast sucking pig.

The racing got off to a bad start. Indeed, we were lucky to start at all, since an over-ambitious manoeuvre on leaving the dock left us with a rope around the prop and water flooding into the bilge. However, the racing spirit prevailed and we made a half-decent start at the committee boat end to begin the Old Road Race. With the two halves of the crew speaking different languages, and Patrick the only bi-lingual intermediary, there were just a few coordination problems, but we scraped a 2nd place behind the local favourite, *Rob Roy*.

Next day was the Butterfly Race, the only real chance to put *Inverness's* windward qualities on show. So despite starting a good two minutes after the gun, our Italian skipper took us around most of the course in reasonable style. There was a bad moment when, with mizzen staysail drawing like a carthorse, the weather mizzen shroud decided to part from its terminal, but Clive quickly tied a bowline in the wire and we lashed it

up with a couple of shackles. With only minor excitements after that, we finished first.

This put us in direct contention with *Rob Roy* for class winner, with one race to go, the notorious Reaching Race. This 24 mile course is designed for the photographers and involves four legs with the true wind on the beam and the turning mark an imaginary point in very deep water within a cable of a drifting mark boat. Having ruminated on the starting tactics, I went for the pin end this time and crossed the line with 5 seconds of the gun. This was the race we could not win, "impossible" according to our sceptical Italians. But after showing them the joys of hiking (better for the sun tan and it keeps the boat a bit more upright) we made good speed, turning around the imaginary mark in the wake of the majestic *Columbia*, sadly the only J-class attending this year. The sensation of helming from the leeward rail and having quantities of very warm water occasionally hit the most sensitive parts of the anatomy was exhilarating. But in the end it's the results that count and our narrow win on this absurd course gave us an overall class win in the Regatta, to the chagrin of the local favourite and their supporters. Sadly *Inverness* was the only S&S representative among 50-odd classic yachts - counting some modern replicas, that is.

Neil Millward

Australia

Dick Newnham reports that the annual Commodores' Race of Fremantle in April boasted 9 S&S 34s with various rigs being used to provide an exciting contest between the commodores of the yacht clubs around the Perth/Fremantle area. Membership of the S&S 34 Association of Western Australia has now reached 47 and 10 of these are planning to participate in the Baudin Expedition Bicentennial Yacht Race in 2001. This race, and many other high-profile events, will commemorate the Baudin Expedition of 1801 from France to Western Australia, a scientific expedition that more than doubled the number of species known to European science at the time.

USA

The Museum of Yachting hosted the 2nd Annual Sparkman & Stephens 12 Meter Regatta at Fort Adams, Newport, RI, on June 24, together with a rendez-vous of the North East US Region of the

S&S Association. Steve Kloeben (*Cresta III*), will be reporting in our next Newsletter.

Robert Pemberton reports revived activity among the Chris Craft Sailboat Division, whose members now number over 80. He is planning a rendez-vous in conjunction with Opsail 2000 in New London, CT on 12-15 July.

Finland

On the 26th of March some 35 Finnish S&S devotees gathered at the Leevene repair boatyard to have a look around and listen to Joni Leeve, owner of the yard, and one of the most renowned experts in this field in Helsinki. His presentation, flavoured with a good portion of understated humour, made it clear that a properly repaired boat is often better than a new one. Many modern boats are just too lightly built: production efficiency and cost considerations take priority over a structurally sound construction. During the repair, there is often the chance to improve the construction. Osmosis repairs were also mentioned and after the speech a lively discussion took place.

After this most interesting visit we walked to the nearby Helsinki Sailing Club. Here Matti and Seija Hihnala (Swan 36, *Leda*) made a speech on restoring equipment and gear. They showed slides and had some restored gear with them as samples. Instead of throwing out old gear it can often be restored with the advantage that the boat can be kept in working condition with original equipment. The old gear often shows standards of craftsmanship that nobody can afford today. "But this is not a hobby for lazy people", as Matti and Seija put it. They certainly know what they are talking about. Over a number of years they have completely restored a wooden Shark-class yacht, *Ginger*, which they subsequently donated to the newly-opened Forum Marina Museum in Turku! Afterwards, dinner was served and old and new members spent a nice evening discussing yachts and sailing.

On the week-end of 25 - 27 August the annual regional S&S Regatta will take place. As in previous years, we will use the Fortress Island of Suomenlinna outside the South Port of Helsinki as the base for the event. Yachts can arrive on the Friday evening. The Skippers' meeting will be at 10.00 o'clock on Saturday and the start of the race will be at 12.00. In the evening we will enjoy

dinner and other socialising in these famous historical surroundings. On Sunday morning a cultural programme may be arranged before anchors are weighed and courses set homeward bound.

If overseas members are interested in joining us, there are certainly possibilities for getting a berth on board a local yacht and there is the need for crew during the Regatta! Please contact Fredrik Ekstrom, preferably by e-mail at fredrik.ekstrom@kolumbus.fi

SW England

Bill Vallis is aiming to take his She 27 *Shereefa* to the Plymouth Classics in late July after cruising to Brest and Douarnenez. The Plymouth event starts with a rendez-vous in Plymouth Yacht Haven on the Cattewater on Friday, 28 July, followed by a race in Plymouth Sound on 30 July and a Barbeque up the Tamar at Weir Quay SC on 31 July. The Feeder Race to the Fowey Classics is on Tuesday, 1 August. Contact Dianne Webster 01752-406711. Hopefully some of the dozen Association members in the SW England Region will be there, plus possibly others from further afield.

Italy

A recently joined member, Walter Gürth, would like to hear from members or friends interested in chartering *China Clipper*, his 48' wooden S&S sloop (Design No. 1358.3 of 1959), based in Genova. Contact Walter on tel. + 39 335 643 4044 or by email at: chinaclipper@denise.shiny.it

Netherlands

After a subtle campaign by his son, Peter Frech, who runs a family shipping business in the Netherlands, was persuaded to see *Dorade* in February and reportedly it was "love at first sight!". In March the purchase was completed. An experienced racing sailor, Peter Frech is planning to base *Dorade* in the Mediterranean and campaign her in the ICYA European Grand Prix Championships, hoping to win back the Spirit of Pen Duick Trophy that she won in 1998.

Another Dutch businessman has commissioned Sparkman & Stephens Inc to oversee the construction of a replica of *Ranger*, the 1937 J-class defender of the America's Cup, designed jointly by Olin and Starling Burgess. That will

put the number of J-class yachts in commission back up to four. Olin devotes a whole chapter of his autobiography "*All this and sailing, too*" to *Ranger*, captioning a photo of her closed-hauled with the line, "'Impressive" is the word for the forces operating on 165 tons in the water and 7500 square feet of sail up to 165 feet into the air.'

New Zealand

A recently joined member, Douglas Reid, has offered to bring together S&S owners in New Zealand, a country where there is surely scope for a vigorous regional membership. Doug will be visiting the UK in August and hopes to meet fellow members then. He is only the third owner of *Sapphire* (Design No. 1540) since she was built in 1959, explaining that she has been maintained in original condition by him and his predecessors because "she is such a treasure that no one would dare neglect her!" The photo on our front page was taken during the Classic Regatta in Auckland in February 2000. Other S&S owners in New Zealand are invited to contact Doug at Doug.Reid@xtra.co.nz

Exchanges and crewing

Several members have expressed a wish to sail with other members in different parts of the world and offer the chance to reciprocate on some other occasion. This is partly what the Yearbook is designed to facilitate. But sometimes a specific offer or invitation can stimulate something actually happening. So here are a few:

Steve Kloeblen writes: I'd happily host a captain and two or three crew, or fully "trade" yachts this summer or next (2001), in exchange for a similar situation for myself during the 150th Anniversary of the Americas Cup in Cowes (August, 2001). My S&S yawl, *Cresta III*, is 52' and sleeps 8 and is berthed in the Northeast U.S. (Mystic). I plan to cruise to Maine, Newport, and the Islands (Nantucket or Martha's Vineyard) this summer, including attending the Opsail 2000 events and the Classic Yacht Regattas held in August and September. Contact Steve on + 1 203-775-6625.

Volkmar Abert, our Regional Secretary in Germany (*Happy*, based in Stavoren, Netherlands) would be delighted to cruise with other members for a short while, since his family are now unable to do extensive cruising with him.

Volkmar (who speaks very good English and perhaps other European languages as well!) can be called on ++49 203 358115.

Fredrik Ekström, our Regional Secretary for Finland, invites anyone interested in sailing in the Finnish Regional Regatta on 25 - 27 August to phone him on + 358 0 2970661 or email him at fredrik.ekstrom@kolumbus.fi

S&S Yachts For Sale

For contact details for the owners, call or email Neil Millward, Newsletter Editor (details on final page).

She Delta 94, lying Belgium, £20,000

This fast and rewarding yacht, with an easy sea movement and perfect manners, is one of 17 Delta 94s (a modified She 31b) built by South Hants Marine and finished by Laird Adams Engineering in Emsworth, England. The owners have cruised her with great pleasure between Lands End (England) and Sweden and are now selling to buy a larger boat for a round-the-world cruise. LOA: 9.5 m; draft: 1.7 m; beam: 2.4 m. Lloyds registered 1978. Sails by Bruce Banks or Devries: No 1 and No 2 Genoas; 2 working jibs ('94 and '78); stormjib ('90); 2 mainsails ('94 and '78); halfwinder ('97). Mast : Kemp, generous rigging; winches: Lewmar. Hoodspray 1997. Garmin GPS 75 , Philips SatNavAP, Sailor radioreceiver, S-55 VHF-FM (25 W-1W), Navtex, Log, Mariner Wind Direction and Wind Speed, Depthmeter, Sestrel compass. Bukh Diesel 20 hp (completely overhauled, March '98).

She 31b, lying North Wales, £19,500

This well-found example of the 1976 modification to the 1970 She 31 masthead sloop has undergone much recent internal refurbishment and 99% of recent survey recommendations. Builder: South Hants Marine. GRP, white topsides. Proctor mast; rod rigging fore and aft with wheel backstay adjuster. 5 Hood foresails, Tudor main. Volvo MD6A 11hp. New depth and compass. VHF. 5 berths in 2 cabins with 5' 11" headroom. Main saloon completely refurbished in white panelling with mahogany trim. LOA 30', beam 8' 10", LWL 22', draft 5' 6"

Deb 33, lying East Coast, England,

Built by Tylers in 1972 in GRP, with black topsides and white deck, this 5-berth drop-keel sloop has cruised the Mediterranean and Caribbean. Recent Volvo 20/30 3-cyl 30hp engine. 3 genoas, cruising chute and snuffer, storm jib. Fully-battened main with lazyjacks; storm trysail. Most sails replaced in 1990s. Harken furling. Self-tailing main winches. S&L windlass. ST 50 instruments; Autohelm 4000. Lloyds registered.

40 foot GRP sloop, lying S England, £50,000

Built by Teksoglas in Finland in 1966 to S&S Design no. 1767, this contemporary of the Swan 36 has 7 berths in 2 cabins. Full British Registry, Bukh 36 hp, 3-cylinder diesel with 55aH + 120aH alternators + Smart charger. Taylors 043 cooker, double sink, fridge. Recent 4 year circumnavigation. Lots of gear. Offers invited.

Wanted

She 33, preferably in Mediterranean.

30 to 35 foot S&S yacht, preferably in Scandinavia.

45 foot or similar S&S yacht, wooden hull, (for example a NY 32) preferably for restoration and currently somewhere in the Mediterranean.

Who were they?

The following answers are largely taken, with thanks to the author, from *The Language of Sailing* by Richard Mayne, published in May, 2000 by Carcanet Press, Manchester, UK.

1. **Barber hauler.** Named after Manning and Merritt Barber of California.
2. **Beaufort scale.** Named after Rear-Admiral Sir Francis Beaufort (1774-1857), Hydrographer of the British Royal Navy.
3. **Cunningham eye.** Named after Briggs Cunningham of New York, one of the crew of *Dorada* for her Fastnet Race victory in 1931 and skipper of the 1958 America's Cup defender, *Columbia* (S&S Design No. 1343).

Classic Regattas around the World

The following table of Classic Yacht Regattas has been compiled by the International Classic Yacht Association and is reproduced here with their kind permission. ICYA European Grand Prix 2000 Regatta events are shaded. Where contact details were unavailable at the time of compilation, details may now be available from the ICYA. Contact Brenda de Stefano on tel. +33 (0)493 651834) or Tim Killingback (+44 (0)1436 1728 727930).

| | |
|--|---|
| <p>JULY 15 – 19 Palermo Under Sail (Palermo, Sicily) Contact Francesco Napoli Tel +39 (02) 48194982 / Fax +39 (02) 466674</p> | <p>JULY 18 – 31 Europe Week 2000 (Oslo, Norway) Contact Peter Ennals Tel +47 22831320 / Fax +47 22831322</p> |
| <p>July 22 – 23 Antique & Classic Boat Rendezvous (Conn, USA) Contact Mystic Seaport Tel +1 860 572 0711</p> | <p>JULY 29 – AUGUST 1 Plymouth Classics (Plymouth, Dorset England) Tel +44 (0) 1752 406711</p> |
| <p>JULY 29 – AUGUST 3 International 5.5-Metre World Championship (Medemblick, Holland) Contact K.W. « De Kaag » Tel +31 (0) 227 540444 / Fax +31 (0) 227 540412</p> | <p>AUGUST 1 – 3 Fowey Classics (Cornwall, England) Contact Steve Yelland Tel +44 (0) 1726 833186</p> |
| <p>AUGUST 4 Eggamoggin Reach Regatta Feeder Race (Camden, Brooklyn, Maine, USA) Contact Steve White Tel +1 207 359 2236</p> | <p>AUGUST 4 – 6 RisØr International Wooden Boat Festival & Classic Regattas (Risør, Norway) Contact Lief Nelsen Tel +47 37151466 / Fax +47 37151811</p> |
| <p>AUGUST 5 Eggamoggin Reach Regatta (Brooklyn, Maine, U.S.A.) Contact Steve White Tel +1 (207) 359 2236</p> | <p>AUGUST 4 – 7 Falmouth Classics (Falmouth, Cornwall, England) Tel +44 (0) 1326 373613</p> |
| <p>AUGUST 7 – 19 Coupe des Trois Phares (Falmouth – Douarnenez – La Rochelle) Contact France François Frey Tel +33 (0) 546 301715 / Fax +33 (0) 546 302314 Contact England Martin Tregoning Tel +44 (0) 1326 314315 / Fax +44 (0) 1326 313383</p> | <p>AUGUST 10-13 Classic Yacht Regatta Denmark (Svendborg Sund, Denmark) Contact John Walsted Tel +45 62225004 / Fax +45 62227267</p> |
| <p>AUGUST 10-13 Classic Yacht Regatta Denmark (Svendborg Sund, Denmark) Contact John Walsted Tel +45 62225004 / Fax +45 62227267</p> | <p>AUGUST 14 – 18 International Dragon Classic World Championship Firth of Clyde Scotland Contact R.N.C.Y.C. Tel +44 (0) 1436 820322 / Fax +44 (0) 1436 821296</p> |

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|---|---|
| <p>AUGUST 17 – 20 Veteranenregatta & Henry Rasmussen Race/Nations Cup, (Laboe, Germany) Contact Wilfred Horns Tel +49 (0) 431 76277 / Fax +49 (0) 431 76287</p> | <p>AUGUST 19 Viapori Tankard (Helsinki, Finland) Contact Mika Rauhala Tel +358 40 570 2026</p> |
| <p>AUGUST 19 – 20 McGruer Classic Weekend (Firth of Clyde, Scotland) Contact R.N.C.Y.C. Tel +44(0) 1436 820322 / Fax +44(0) 1436 821296</p> | <p>AUGUST 19 – 20 Bangor Traditional Sail (Bangor, N Ireland) Contact Peter Lyons Tel +44 (0) 1247 453099</p> |
| <p>AUGUST 21 – 27 Trofeo Almirante Conde de Barcelona–Copa S.A.R. Don Juan De Bourbon (Palma de Mallorca, Spain) Contact Jonathan Syrett Tel +34 971 403311 / Fax +34 971 401 412</p> | <p>AUGUST ? Late Mahon Classic Rally Trofeo Prada (Mahon, Spain) Contact</p> |
| <p>AUGUST ? Late Mahon – Imperia – Copa Prada</p> | <p>SEPTEMBER 1 – 3 21st Annual Classic Yacht Regatta (Newport R.I.) Contact Matt Gineo Tel +1 (401) 847 1018 / Fax +1 (401) 847 8320</p> |
| <p>SEPTEMBER 9 – 10 Governor’s Cup (Essex, Conn, USA) Contact Jim Cassidy Tel +1 (800) 959 3047 or Chris Wick +1 (860) 460 3990</p> | <p>SEPTEMBER 9 – 10 C.C.Y.C Wooden Boat Weekend (Firth of Clyde) Contact Laurence Jacobsen Tel +44(0) 141 638 2985</p> |
| <p>SEPTEMBER 13 - 17 Imperia – Raduno del 2000 Trophée Prada Contact Assonautica Imperia Tel +39 0183 7931 / Fax +39 0183 275021</p> | <p>SEPTEMBER 15 – 16 Mayor’s Cup, (New York City) Contact Jim Cassidy Tel +1 800 959 3047 or Chris Wick +1 860 460 3990</p> |
| <p>SEPTEMBER 17 Trophée Grimaldi Coppa Prada Imperia-Monaco Contact Yacht Club de Monaco Tel +377 93106 302 / Fax +377 9350 2829</p> | <p>SEPTEMBER 19 Trophée Grimaldi Coupe Prada Monaco - Cannes Contact Yacht Club de Monaco Tel +377 93106 302 / Fax +377 9350 2829</p> |
| <p>SEPTEMBER 23 – 24 Greenport Classic Yacht Regatta (Greenport, NY, USA) Contact Jim Cassidy Tel +1 800 959 3047 or Chris Wick +1 860 460 3990</p> | <p>SEPTEMBER 23 –30 Régates Royales Trohpée Prada (Cannes, France) Contact Cannes Régates International Tel +33 (0) 493 993912 / Fax +33 (0) 493 439585</p> |

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| <p>SEPTEMBER 29 – 30 Race Rock Regatta, (Stonington, Connecticut, USA) Contact Jim Cassidy Tel +1 (800) 959 3047 or Chris Wick Tel +1 (860) 460 3990</p> | <p>OCTOBER 1 Trophée Grimaldi Coupe Prada Cannes-St Tropez Contact Yacht club de France Tel +33(0) 1 4704 1000 /Fax +33 (0) 1 4704 1001</p> |
| <p>OCTOBER 2 – 8 Les Voiles de Saint-Tropez – Trophée Prada Contact Société Nautique de Saint Tropez Tel +33(0) 494 973 054 / Fax +33(0) 494 978700 1st Regatta in the ICYA 2001 European Grand Prix</p> | <p>DECEMBER 3 - 9 14TH Annual Phuket King's Cup Regatta (Thailand) Tel +66 76 383 325 / Fax +66 76 383 326</p> |

It's your Newsletter!

Contributions to the Newsletter are always welcome and Regional Secretaries are especially invited to send in items of interest and to encourage members in their areas to do so. Please email your contributions to Neil@nmillward.fsnet.co.uk, or post to Neil Millward, 13 Mercers Road, London N19 4PH, UK.

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